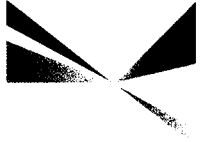


SOUTHERN CALIFORNIA



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**Ventura County Transportation Commission:**  
Keith Millhouse, Moorpark

559-5/24/05

## MEETING OF THE

# TRANSPORTATION CONFORMITY WORKING GROUP COMMITTEE

**Tuesday, November 22, 2005  
10:00 a.m. – 12:00 p.m.**

**SCAG Offices  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Riverside A Conference Room  
Los Angeles, California 90017  
213.236.1800**

If members of the public wish to review the attachments  
or have any questions on any of the agenda items,  
please contact Jessica Kirchner at 213.236.1983 or  
[kirchner@scag.ca.gov](mailto:kirchner@scag.ca.gov)

SCAG, in accordance with the Americans with Disabilities Act (ADA),  
will accommodate persons who require a modification of accommo-  
dation in order to participate in this meeting. If you require such  
assistance, please contact SCAG at (213) 236-1868 at least 72  
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able arrangements. To request documents related to this document  
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# TRANSPORTATION CONFORMITY WORKING GROUP INTERAGENCY CONSULTATION

## AGENDA

PAGE #      TIME

1.0      CALL TO ORDER

Ty Schuiling,  
SANBAG

2.0      WELCOME AND INTRODUCTIONS

Ty Schuiling,  
SANBAG

3.0      PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes.

4.0      CHAIR'S REPORT

Ty Schuiling,  
SANBAG

5.0      ACTION ITEMS

5.1      Approval of the October 25,  
2005 Meeting Summary  
Attachment

Ty Schuiling,  
SANBAG

1

6.0      INFORMATION ITEMS

6.1      TCM Update  
Attachment

Jessica Kirchner,  
SCAG

4

20 minutes

6.2      RTP Update

Naresh Amatya,  
SCAG

10 minutes

6.3      Centerline Update

OCTA Staff

15 minutes

# TRANSPORTATION CONFORMITY WORKING GROUP INTERAGENCY CONSULTATION **AGENDA**

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		<i>PAGE #</i>	<i>TIME</i>
<b>6.0</b>	<b><u>INFORMATION ITEMS CONT/D</u></b>		
6.4	<u>2007 AQMP Update</u>	SCAQMD	5 minutes
6.5	<u>Reauthorization Guidance</u>	FHWA	5 minutes
6.6	<u>PM 2.5 Conformity Process</u>	Jessica Kirchner, SCAG	5 minutes
6.7	<u>Information Sharing</u>	Group Discussion	
<b>7.0</b>	<b><u>ADJOURNMENT</u></b>	Ty Schuiling, SANBAG	

The next Transportation Conformity Working Group meeting is currently scheduled for Tuesday, December 27, 2005 at SCAG offices.

Please provide 30 copies of materials you would like to distribute at the meeting. If you have any questions, please contact Jessica Kirchner at (213) 236-1983 or kirchner@scag.ca.gov.

**Cathy Alvarado will email the conference number before the meeting.**

# **Transportation Conformity Working Group**

## **Interagency Consultation**

### **Meeting Summary**

**Thursday, October 25, 2005**  
**10:00 AM – 12:00 PM**

**Southern California Association of Governments**  
**818 W 7<sup>th</sup> Street, 12<sup>th</sup> Floor**  
**Los Angeles, CA 90017**  
**Riverside 'A' Conference Room**

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The following minutes are intended to summarize the matters discussed.  
Due to technical difficulties there is no audio recording of the meeting available for review.

#### **1.0 CALL TO ORDER**

The meeting was called to order at 10:12 AM by Ty Schuiling, SANBAG

#### **2.0 WELCOME AND SELF-INTRODUCTIONS**

##### **ATTENDANCE:**

##### **In Person:**

Naresh Amatya, SCAG  
Grace Balmir, FHWA/FTA  
Herman Cheng, MTA  
Ashad Hamideh, MTA  
Ted Harris, SCAG  
Jessica Kirchner, SCAG  
Anup Kulkarni, OCTA  
Sylvia Patsaouras, SCAG  
Ty Schuiling, SANBAG  
Eyvonne Sells, AQMD  
Arnie Sherwood, ITS/UCB  
Paul Taylor, OCTA  
Carla Walecka, TCA  
Leann Williams, Caltrans  
Sandy Johnson, Caltrans  
Meenu Chandan, Caltrans  
Dan Phu, Parsons  
Al Bowser, SCAG  
Douglas Kim, MTA  
Sean Yeuz, Caltrans  
Debbie Helbig, City of Santa Clarita  
Laleh Modrek, Caltrans  
Hasan Ikhrata, SCAG  
Philip Law, SCAG

**Via Teleconference:**

Mike Brady, Caltrans Headquarters  
Paul Fagan, Caltrans District 8  
Jack Thomas, Ventura County Air Pollution  
Jean Mazur, FHWA  
Karina O'Connor, EPA Region 9  
Ted Matley, FTA Region 9

**2.0 PUBLIC COMMENT PERIOD**

There were no public comments at this meeting.

**4.0 CHAIR'S REPORT**

There was no report at this time.

**5.0 ACTION ITEMS**

**5.1 Approval of the September 22, 2005 Meeting Summary**

Jean Mazur asked that her request for RTP Project Numbers for projects, under the item of TCM replacement discussion, be included in the summary.

**6.0 INFORMATION ITEMS**

**6.1 RTIP Update (Rosemary Ayala, SCAG)**

The Regional Council, at its October meeting, approved the release of the 2006 RTIP Guidelines.

RTIP Amendment #9 has been approved by Caltrans.  
RTIP Amendment #13 will be completed and mailed out this week.  
RTIP Amendment #16 is due from the CTC's this week and is the last scheduled amendment.

**6.2 RTP Update (Naresh Amatya, SCAG)**

SCAG received a formal request from OCTA to amend the RTP and the RTIP to replace the Centerline project. Staff is currently reviewing and studying the options to accommodate this request.

Staff is contemplating on whether to utilize the SAFETEA-LU 4 year update cycle or 3 year cycle. There are clarifications necessary before the determination can be made.

Staff is continuing to look at the possibility of performing a focused update to the plan.

**6.3 Centerline Update (Paul Taylor, OCTA)**

On October 14, 2005, the OCTA Board approved a package of staff recommendations to move forward on activities to replace the Centerline and the Yorba Linda Station. This includes an additional Bus Rapid Transit Line from the north part of the county to the Irvine Transportation Center, expansion of the Metrolink Service into the Inland Empire, a Shuttle Bus in the Irvine Business Center that extends to the new Rapid Bus Line, and 3 or more ride free on the 91 Express Lanes, in addition the Fullerton Station Parking Structure project

replaces the Yorba Linda Station project. There will be separate follow-up meetings to discuss the replacement.

**6.4 TCM Update** (Jessica Kirchner), SCAG

Staff has only received project status input from OCTA and FHWA. The deadline for responses is November 15. Staff is also working on further guidance on TCM's and would appreciate the groups input on items requiring clarification.

**6.5 2007 AQMP Update** (SCAQMD)

SCAQMD is meeting on December 6, 2005, regarding modeling items and a Technical Advisory Meeting, as well as the Modeling Advisory Meeting will meet on December 7, 2005. The AQMP Working Group Advisory Meetings will begin late December, early January.

SCAQMD is working with CARB who is in the process of providing the district with the gross correction factors of the IMFACT 2000 mile.

**6.6 Reauthorization Guidance** (FHWA)

The Conformity Guidance should come out within a month or so.

**6.7 PM 2.5 Conformity Process** (Ted Harris), SCAG

The South Coast Air Basin has passed both interim-emissions tests. Staff will be going to the Energy and Environment Committee on November 3, 2005, to ask for release for a 45 day public comment period. Adoption should take place in January 2006. Any pre-release comments should be received by staff no later than November 2, 2005.

**6.8 Information Sharing** (Group Discussion)

Eyvonne Sells asked to speak with EPA after the meeting regarding a statement made regarding TCM's and the AQMP.

Ted Harris informed the group that he will be leaving SCAG to work in Sacramento.

**7.0 ADJOURNMENT**

The meeting adjourned at 11:05 AM. The next meeting of the TCWG will be on Tuesday, November 22nd at the SCAG office.

# **Transportation Control Measures (TCMs)**

#### **IV. TRANSPORTATION CONTROL MEASURES (TCMs)**

##### **A. Timely Implementation of TCMs**

Transportation Control Measures (TCMs) are specific transportation projects and programs committed to help improve air quality. TCMs are required by the federal Clean Air Act in non-attainment areas that are classified as "severe" and above (§7511a(d)(1)), and provide multiple benefits, including reductions of emissions and improvements to mobility and accessibility and can help support better urban form.

Southern California has the worst air quality in the nation and must implement all reasonably available measures to support attainment of federal and state air quality standards. The unique challenges in Southern California have called for an inclusive and flexible TCM development, implementation, and monitoring process, which is included in the prevailing 1994 SIP and continued in the proposed 2003 SIP for the South Coast Air Basin. Within the South Coast Air Basin, TCM-type projects and programs that have implementation funding—right-of-way acquisition or construction funding for transit, non-motorized or HOV projects or program funding for behavioral or informational programs—within the first two years of the RTIP are committed TCMs. This rolling process has committed hundreds of projects and programs, which collectively will remove tons of air pollution each day from Southern California's skies.

##### **B. TCM Categories and Definitions**

A TCM-type project or program is any transportation project or program that reduces vehicle use or changes traffic flow or congestion conditions for the purposes of reducing emissions from transportation sources and improving air quality.

TCM-type Projects and Programs: Only those projects meeting the specifications defined in the prevailing SIP are designated as TCMs. These categories define the region's transportation strategies and control measures to reduce air pollution emissions from on-road mobile sources and provide guidance on the types of projects that can be considered in the event that a TCM substitution becomes necessary.

In the SCAG region, two ozone non-attainment areas have TCMs: the South Coast Air Basin (SCAB) and the Ventura County portion of the South Central Coast Air Basin (VC/SCCAB). The State Implementation Plans (SIPs) for both areas are being revised.

For the VC/SCCAB, the current TCM categories are Clean Fuel Bus Fleets and Support Facilities, Improved Public Transit, Bicycle and Pedestrian Facilities, and Traffic Flow Improvements. A specific list of projects, consistent with the TCM categories, is listed by VCTC in each RTIP.

In the South Coast Air Basin (SCAB), TCMs are defined in three main categories:

- Transit and non-motorized modes;
- HOV lanes and their pricing alternatives; and
- Information-based strategies.

Committed TCMs: As stated above, a TCM-type project or program becomes a *committed* TCM once implementation funds have been programmed by the CTCs in the first two years of the RTIP. Committed TCM projects have money programmed for right-of-way acquisition or for post-design implementation in the first two years of the prevailing RTIP or RTIP amendment. If a TCM-type project or program is programmed for implementation in an RTIP amendment, then the TCM project or program becomes a committed TCM that must be operational by the completion date provided in the amendment.



**TCMs for Timely Implementation Reporting:** Once a TCM project or program is committed for implementation in the first two years of the RTIP, the committed TCM project must be operational or implemented by the completion date committed to in the prevailing RTIP or RTIP amendment. The completion date for committed TCMs will be used to track timely implementation for the Timely Implementation Report, submitted as part of each Conformity Determination. The primary analysis for Timely Implementation Reporting will be done as part of the two-year RTIP cycle, although completion status of committed TCM projects must be continuously monitored to ensure that committed TCMs are on schedule.

Completed, operational TCM projects will be included in the TCM Timely Implementation Report in the Conformity Determination directly subsequent to project completion, and then completed projects will be removed from the list. SCAG will maintain an internal list of completed TCM projects.

SCAG is improving the RTIP database to include new and improved reporting and project monitoring functionality for TCMs. Every project designated as a TCM will carry with its record the date on which it was proposed and the project completion date anticipated at that time. These two date records will carry forward in the new RTIP database, and be part of subsequent implementation reports, and will be reported to federal and other agencies. Furthermore, SCAG is refining the list of currently committed TCMs and once SCAG has received input from the CTCs, SCAG plans to present the list to the Transportation Conformity Working Group in autumn of 2005 for further review and comments. The finalized list, including the committed completion date of each project will provide the basis for the Timely Implementation Report for the 2006 RTIP.

TCM projects require priority in funding (with special claim on CMAQ and STP funds), as well as demonstration of timely implementation, in accordance with the schedule provided in the RTIP. This means that in the event of a funding shortfall, TCM projects must be implemented before non-TCM projects. In addition, all projects properly designated as TCMs in the first two years must be tracked for timely implementation, and, in the event that a project is delayed or cancelled, substitute projects that provide equivalent air quality improvement benefits must be initiated in a timely manner.

Once a TCM project is committed for implementation in an RTIP, the implementation status must be reported on in subsequent RTIPs until the project has been completed. All committed TCMs must be implemented on schedule to avoid a conformity lapse. If implementation obstacles arise, the obstacles must be overcome. Any development affecting implementation of a committed TCM will be reported to SCAG by the CTCs on an on-going basis. In the event that a committed TCM project encounters an obstacle to implementation, the implementing agency, SCAG, and the Transportation Conformity Working Group (TCWG) will work together to overcome the delay. If the obstacle is serious enough to warrant a TCM substitution, then the interagency consultation process will be used to ensure that the TCM substitution provides adequate emissions reductions within the required timeframe.

**TCM Project Categories in the South Coast Air Basin (SCAB)**

<b>Project Description</b>	<b>Program Codes</b>
<b>A. High Occupancy Vehicle Measures</b> <i>HOV projects, and their pricing alternatives</i>	
▪ New HOV Lanes – Extensions and Additions to Existing Facilities	CAN69, CAX69, CAY69
▪ New HOV Lanes – With New Facility Projects	CAN69, CAX69, CAY69
▪ New HOV Lanes – With Facility Improvement Projects	CAN69, CAX69, CAY69
▪ HOV Bypasses, Connectors, and New Interchanges with Ramp Meters	CAN69, CAX69, CAY69, CAN66, CAX66, CAY66, CAN71, CAX71, CAY71
▪ High Occupancy Toll (HOT) Lanes and Pricing Alternatives	CAN69, CAX69, CAY69
<b>B. Transit and System Management Measures</b> <i>Bus, rail and shuttle transit expansion and improvements; park and ride lots and inter-modal transfer facilities; bicycle and pedestrian facilities; railroad consolidation programs such as the Alameda Corridor, grade separation projects, channelization, over-passes, underpasses; traffic signalization; intersection improvements</i>	
<b>Transit</b>	
▪ Rail Track – New Lines	TRN92, LRN92, RAN92
▪ Rail Track – Capacity Expansion of Existing Lines	TRN92, LRN92, RAN92, TRR14, TRN14
▪ New Rolling Stock Acquisition – Rail Cars and/or Locomotives	CON94, CON93, COR17, COR16
▪ Express Busways – Bus Rapid Transit and Dedicated Bus Lanes	
▪ Buses – Fleet Expansion	BUN94, BUN93
▪ Shuttles and Paratransit Vehicles – Fleet Expansion	PAN94, PAN93
<b>Intermodal Transfer Facilities</b>	
▪ Rail Stations - New	TRNH6
▪ Rail Stations - Expansion	TRRH6
▪ Park & Ride Lots – New	TDN64
▪ Park & Ride Lots – Expansion	TDR64
▪ Bus Stations & Transfer Facilities – New	TRNH6
▪ Bus Stations & Transfer Facilities – Expansion	TRRH6
<b>Non-motorized Transportation Mode Facilities</b>	
▪ Bicycle & Pedestrian Facilities - New	NCN25

▪ Bicycle & Pedestrian Facilities - Expansion	NCR25
▪ Bicycle Facilities - New	NCN26
▪ Bicycle Facilities - Expansion	NCR26
▪ Pedestrian Facilities - New	NCN27
▪ Pedestrian Facilities - Expansion	NCR27
<b>C. Information-based Transportation Strategies</b>  <i>Programs that promote and popularize multi-modal commute strategies to maximize alternatives to single-occupancy vehicle commute trips; marketing and promoting the use of HOV lanes or rail lines to the general public; educating the public regarding cost, locations, accessibility and services available at Park and Ride lots; promoting and marketing vanpool formation and incentive programs; promoting ride-matching services through the Internet and other means of making alternative travel option information more accessible to the general public; Urban Freeway System Management improvements; Smart Corridors System Management programs; Congestion Management Plan-based demand management strategies; county-/corridor-wide vanpool programs; seed money for transportation management associations (TMAs); and TDM demonstration programs/projects eligible for programming in the RTIP.</i>	
▪ Marketing for Rideshare Services and Transit/TDM/Intermodal Services	TDM20, TDM24
▪ Intelligent Transportation Systems/Control System Computerization	Various, See TDM codes list
▪ Telecommuting Programs/Satellite Work Centers	TDM24
▪ Real-time Rail, Transit, or Freeway Information Systems (changeable message signs)	ITS05, ITS01, ITS12

The county transportation commissions need to accurately enter the program code associated with TCMs for each project in the RTIP database. The RTIP Guidelines provide a listing of these codes.

**Additional TCM/RTIP Listing Notes (pertains only to SCAB):**

- Transit expansions to add service or vehicles are TCMs.
- Transit projects using funds for operating expenses are **not** TCMs.
- Transit bus replacement projects are **not** TCMs
- Safety and maintenance projects are **not** TCMs.
- Transit alternative fuel replacement projects are **not** TCMs.
- Transit replacement and maintenance projects should be listed separately in the RTIP, not in conjunction with the purchase of new additional transit buses.
- In the SCAB, any transit project is either a TCM project or an Exempt project.

Projects may be eligible for CMAQ funding, but not be TCMs (e.g., replacement of an old bus with an alternative fuel bus).

## **B. Submittals to SCAG**

There are various items that are due to SCAG when submitting County TIPs and TIP amendments.. These required submittals are described below. Each county's submittal must be accompanied with a cover letter listing the submittals and any outstanding items.

### **1. Timely Implementation of Transportation Control Measures (TCMs) and TCM Identification**

Federal Metropolitan Planning regulations at 23 C.F.R. §450.324(d) require applicable nonattainment and maintenance areas to provide for the "timely" implementation of TCMs consistent with schedules included in the applicable SIP for each air basin/air district.

CTCs in the South Coast Air Basin (SCAB) and the Ventura County portion of the South Central Coast Air Basin (in cooperation with VCAPCD) must identify TCM projects by selecting "TCM" as the Conformity Category code in the SCAG RTIP Database. Refer to page 32 of these guidelines to learn more about TCMs and how to identify committed TCM projects. If a committed TCM constitutes a portion of a larger non-TCM project, a description (and dollar amount) of the TCM portion should be provided in the TCM Comment field in the Comment screen of the SCAG RTIP Database.

CTCs in the SCAB and the SCCAB are also required to document the implementation of all TCMs identified as committed TCMs in the RTIP (see page 32 for a description of committed TCMs). The status of implementation for each committed TCM project should be entered in the TCM Comment field in the Comment screen of the SCAG RTIP Database.

TCMs are not required in the SSAB and the MDAB, therefore, identification or reporting of TCMs does not apply in these two air basins.

To facilitate reporting on timely implementation of TCMs in the SCAB and the Ventura County portion of the SCCAB, TCMs are identified in the 2004 RTIP as "TCM" in the Conformity Category field and SCAG will use the interagency consultation process to provide ongoing guidance to support timely implementation of committed TCMs.

#### **a. South Coast Air Basin**

Under AQMP/SIP requirements for the South Coast Air Basin, SCAG shall work with the affected counties to determine the timely implementation of TCMs.

The 1994 and the proposed 2003 AQMP/SIP defines committed TCM projects as those projects identified in the first two years (the fiscally constrained portion) of the 2006 RTIP, which in turn, is required to be consistent with the 2004 RTP. The AQMP/SIP also specifies that every time the RTIP is updated (as is the case with the 2006 RTIP), the projects contained in the standing AQMP/SIP will be rolled forward to be replaced by the projects specified in the first two years of the updating RTIP (in this case the 2006 RTIP). It should be noted that this roll-over process is distinct from the substitution process for TCM projects that are delayed or cancelled. The TCM substitution process is described in the AQMP/SIP.

As a part of the conformity determination for the 2006 RTIP, SCAG will work with the CTCs and Caltrans to ensure timely implementation of committed TCM projects.

The 2006 RTIP also must demonstrate that the TCM projects are being funded in the future years (FYs 2008/09-2011/12).

**b. Ventura County Portion of the South Central Coast Air Basin**

The 1994/5 Ozone SIP and its TCM strategies function for reporting on the timely implementation of TCMs in the Ventura County portion of the SCCAB, which is expected to be replaced by the proposed 2003 ozone SIP.

**2. Financial Plan and Resolution**

The Financial Plan demonstrates how each County TIP can be implemented in a fiscally constrained manner consistent with the RTP.

Under federal requirements, SCAG as the MPO will include a Financial Plan with its adoption of the RTIP which demonstrates the region has the capacity to fund its program (23 U.S.C. 134(h)(2)(B)). As the basis for finding the SCAG region has the capacity to fund the RTIP, a financial plan is required when submitting 2006 RTIP County TIPs and amendments. A description of the requirements for developing the Financial Plan is provided starting on page 51 of these Guidelines.

As part of the Financial Plan, a financial resolution is required as a certification to SCAG that projects and funding listed in County TIPs in the first two years are available and committed, and reasonably available in years three to six. A sample resolution follows which may be used for this certification. Each county must submit the certification with its 2006 County TIP submittal.

**SAMPLE FINANCIAL RESOLUTION**

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE (COUNTY) TRANSPORTATION COMMISSION WHICH CERTIFIES THAT  
(COUNTY) HAS THE RESOURCES TO FUND THE PROJCTS IN THE FY2006/07 – 2011/12  
TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT  
ALL PROJECTS IN THE PROGRAM**

WHEREAS, (County) Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the TEA-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the (County) Transportation Commission is the agency responsible for short-range capital and service planning and programming for the (County) area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the (County) Transportation Commission is responsible for the development of the (County) Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the (County) Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the (County) Transportation Commission has adopted the FY 2006/07-2011/12 (County) Transportation Improvement Program with funding for fiscal years 2006/07 and 2007/08 available and committed, and reasonably committed for fiscal years 2008/09 through 2011/12.

NOW, THEREFORE, BE IT RESOLVED by the (County) Transportation Commission that it affirms its continuing commitment to the projects in the FY 2006/07-2011/12 (County) Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the FY 2006/07-2011/12 (County) Transportation Improvement Program Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FY2006/07-2011/12 (County) TIP are in the proposed 2006 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission by the end of June 2006; and
2. All of the projects in the (County) TIP have complete funding identified in the Program except the (project \_\_\_\_\_) which will require additional funding in the 2008STIP cycle. This project is in the County's number one priority for 2008 STIP funds. The (County) 2008 STIP Regional Improvement Program, as identified in the Financial Plan, will include sufficient funds to complete the project. Therefore, as required by the SAFETEA-LU, the Commission finds that full funding can reasonably be anticipated to be available for the (project) within the time period contemplated for completion of the project.
3. (County) has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FY 2006/07-2011/12 (county) TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.
5. All the Federal Transit Administration funded projects are programmed within TEA-21 Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, (2005)

### **3. Mapping of Regionally Significant Projects**

CTC's and IVAG are required to submit a location map for each regionally significant project to be included in the regional emissions analysis. Maps such as "marked-up" Thomas Bros. Maps are useful to SCAG during County TIP analysis and for modeling purposes. Other helpful information includes project diagrams, funding applications and Project Study Reports (or excerpts). SCAG plans to incorporate GIS features as part of the SCAG RTIP Database in the future to end the need to submit

project maps separately. The GIS mapping feature will not be available for development of the 2006 County TIPs.

#### **4. Lump Sum Project Listings**

CTC's and IVAG are responsible for listing all projects and amounts associated with lump sum projects. Lump sum projects lists are due with the County TIP submittals and amendments because the projects within the lump sum will be evaluated for eligibility by SCAG, Caltrans and FHWA/FTA staff. Lump sum project lists are required by Caltrans and FHWA/FTA for approval of the RTIP and amendments. The project lists and associated cost should match the amounts programmed for the lump sum projects. Additional information on type of projects that can be grouped and submitted as lump sum projects can be found starting on page 42 of these Guidelines.

#### **5. RTIP Administrative and Formal Amendments**

SCAG will continue to process amendments that do not jeopardize the region's conformity on a quarterly basis. The amendment schedule is found on page 16 of these Guidelines and will be adjusted during the RTIP development cycle as needed. To ensure a fiscally constrained program, specific revenue sources are to be identified to fund new projects being added in an administrative amendment, or demonstrate that an equal amount of programming has been reduced. The same financial table required for the 2006 RTIP Financial plan (found on page 52 of these Guidelines) will be required with each County TIP amendment submittal as required by Caltrans to demonstrate that the first three years remain constrained.

Administrative Amendments to the RTIP are the easiest type of amendments to process. Proposed changes to the RTIP which meet the requirements in 23 CFR 450 listed below can be classified as Administrative Amendments:

- Changes in project description that do not change scope or conflict with the environmental document.
- Minor changes to project cost, schedule and limits as shown below:

##### Project Cost:

- Maximum change in cost = 20% of the total project cost but not more than \$2 million.
- Shifting funds between project phases within triennial element.

##### Project Schedule:

- Changes in schedule within the current FTIP triennial cycle are allowed. Moving a project from "beyond years or outside the current triennial element" to "Current FTIP cycle" or vice versa requires a formal amendment.

##### Project Limits:

- ½ mile for project length less than 5 miles
- 10% of the length for project length greater than 5 miles, not to exceed a total of 2 miles beyond project limits.
- Consistent with limits in the project environmental document.
- Changes in funding sources including federal funds.

- Fiscal year changes to projects within the triennial element.
- Moving funds within the current triennial element is allowed. Moving funds from outside the triennial element ("beyond years") requires a formal amendment.
- No addition or deletion of projects.
- No changes to lump sum or line item amounts or descriptions
- Does not affect air quality.
- Does not affect the timely implementation of TCMs.
- Does not impact financial constraint.
- Caltrans will acknowledge receipt of administrative amendments and transmit copies to FHWA and FTA.
- Notification to Caltrans, FHWA and FTA is required before federal authorization for funding can be approved. Approval from Caltrans, FHWA, and FTA is not required.

The above listed criteria for administrative amendments are identical to the criteria posted on the Caltrans transportation web page dated 5/30/2000. Any amendment that is not consistent with the administrative amendment criteria shall be considered a formal amendment request. Formal Amendment requests that affect the RTP/RTIP model will not be allowed to proceed beyond the environmental phase (also known as the PAED phase).

The Expedited Selection Procedures in the SCAG region for advancing projects from years two and three can be found on page 10 of these Guidelines.